



Association of Bay Area Governments  
Bay Area Air Quality Management District  
Metropolitan Transportation Commission

# Joint Policy Committee

## PLANNING RESOURCES

Social Issues and Social Equity

Tool or Topic: **Displacement Mitigation**AuthorOrganizationPublishedFormat

Title: Development Subsidies and Labor Unions Belong in the Sprawl Debate

LeRoy

Lincoln Institute of Land Policy

9/1/2000

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=629#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=629#)

## Description:

The current debate and literature on urban sprawl and smart growth suffer in two regards. First, although they provide much insight on public goods such as roads, sewers and schools, they overlook the role of economic development incentives in the geographic dispersion of work in metro areas. This paper seeks to begin to fill in that gap by summarizing a small body of literature that strongly suggests incentives are an integral part of the sprawl process. It also summarizes a recent case study performed in the Twin Cities by Good Jobs First which argues that incentives there have demonstrably contributed to sprawl. Second, the smart growth movement lacks a vital constituency: labor unions. The movement was initiated by (primarily suburban) environmentalists and still lacks an adequate base among traditional urban constituency groups. While some faith-based organizing efforts on sprawl are underway, unions have not yet been asked to the table. This paper argues that unions are deeply affected by sprawl and that they can be brought into the smart growth movement if advocates become sufficiently informed as to labor's self-interest in the issue. It seeks to demonstrate that fact in several industrial sectors by borrowing segments of a recent curriculum on sprawl developed by Good Jobs First for Chicago Metropolis 2020 (a business-civic group) and presented to the leaders of the Chicago Federation of Labor (a 500,000-member labor council).

Tool or Topic: **Equity Analysis**AuthorOrganizationPublishedFormat

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Tool or Topic: **Equity Analysis**AuthorOrganizationPublishedFormat

Title: Exploring Connections Between Density, Sprawl, and Segregation by Race and Income in U.S. Metropolitan Areas, 1980-1990

Pendall

Lincoln Institute of Land Policy

7/1/2001

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=612#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=612#)

## Description:

In this paper, I test the proposition that efforts to curb sprawl can also promote more mixing of incomes within neighborhoods and reduce racial residential segregation. Racial residential segregation is declining broadly, though gradually, in the United States; economic segregation, by contrast, is on the rise. Some interest groups have suggested that land-use policy reform would help solve many metropolitan problems, including loss of open space and agricultural lands; increased traffic congestion; excessive energy use; water and air pollution; and local budget stresses. They tend to assume, without testing, that such reforms will not exacerbate and may even ameliorate segregation by race and class.